

FIG-1

REPLACEMENT SHEET

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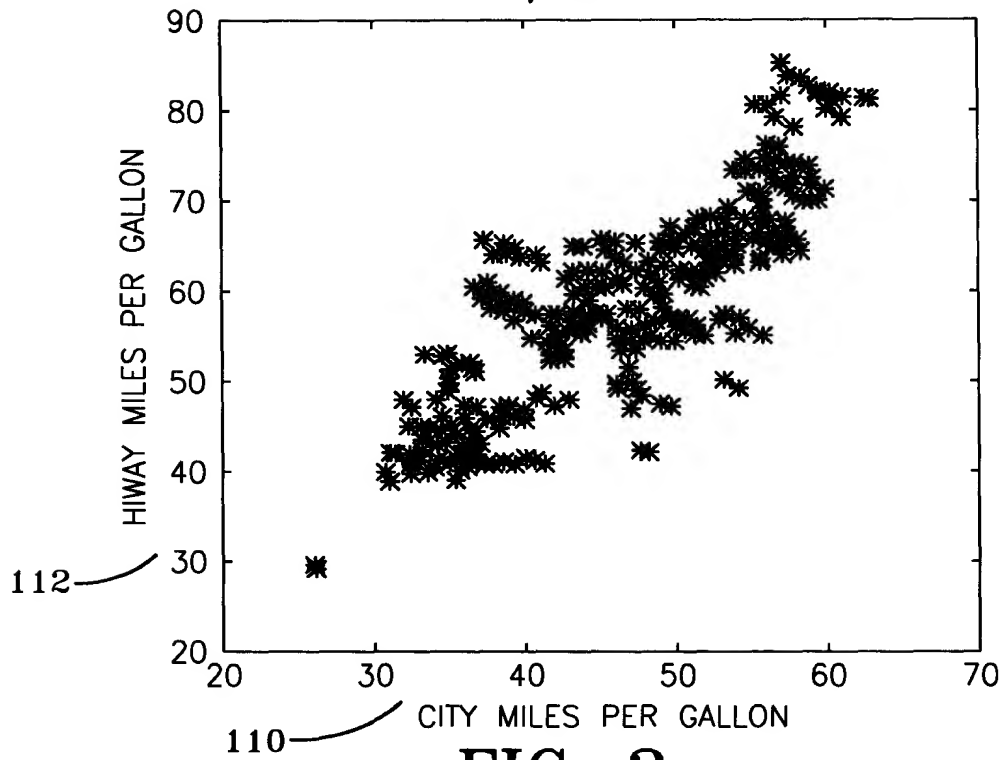


FIG-2

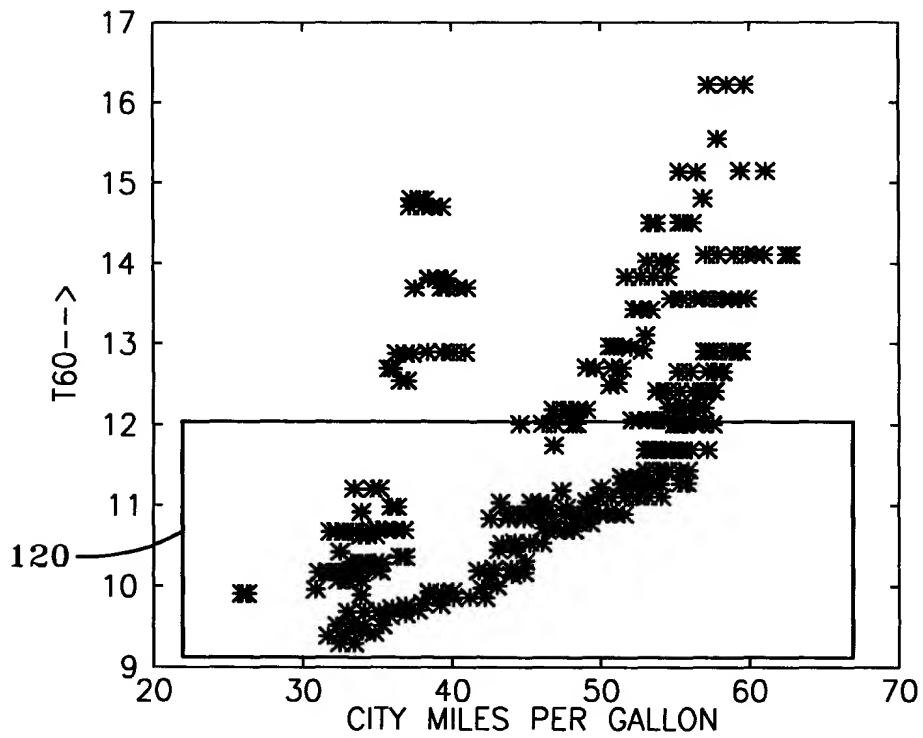


FIG-3

REPLACEMENT SHEET

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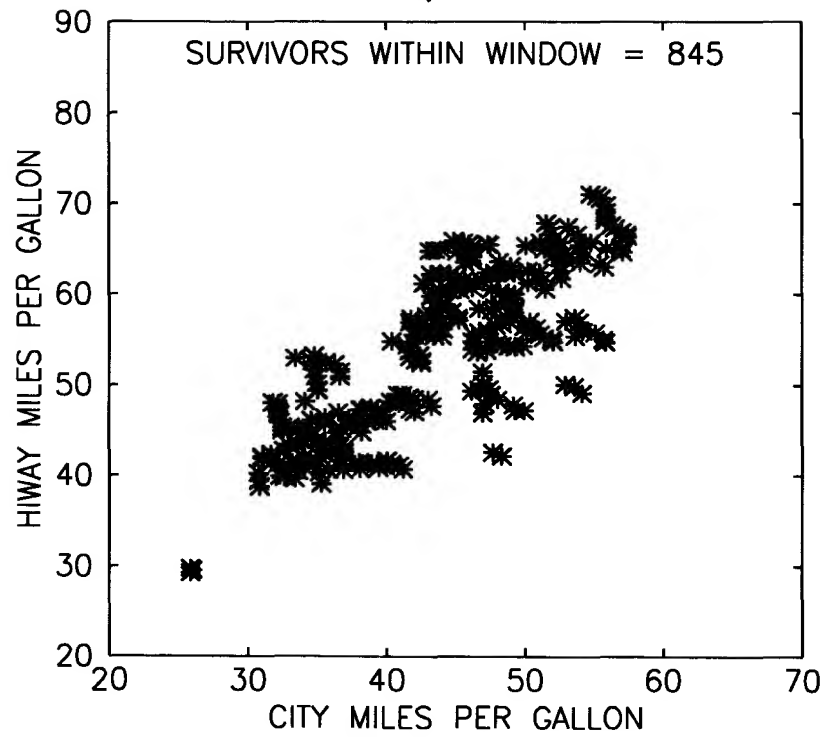


FIG-4A

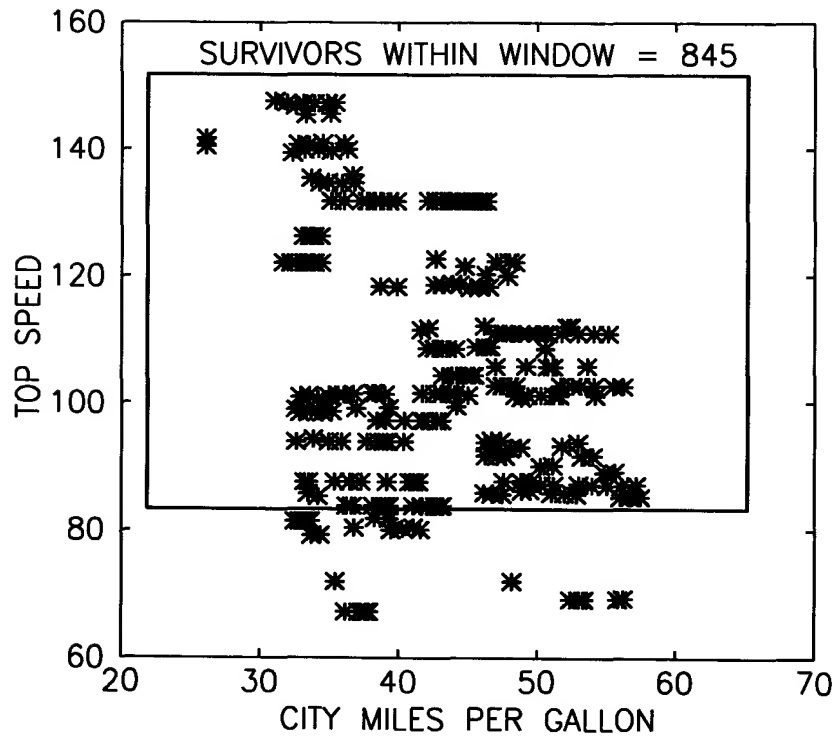


FIG-4B

REPLACEMENT SHEET

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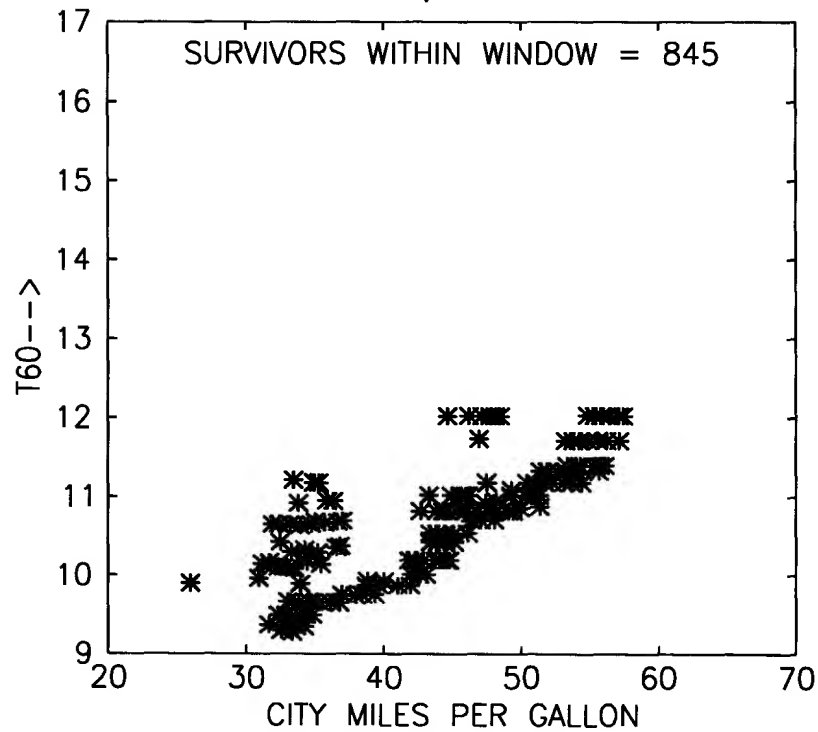


FIG-4C

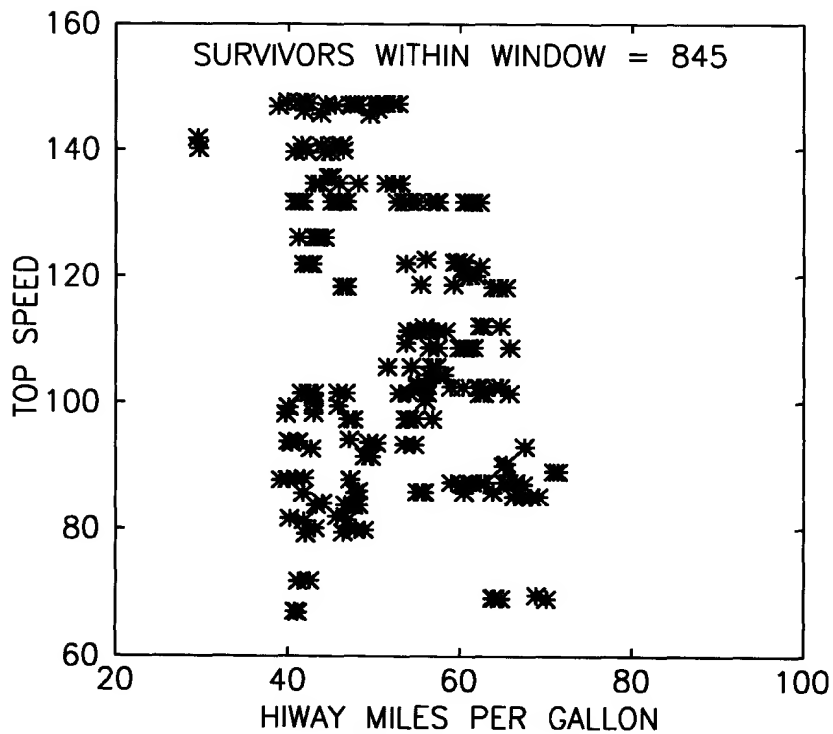


FIG-4D

REPLACEMENT SHEET

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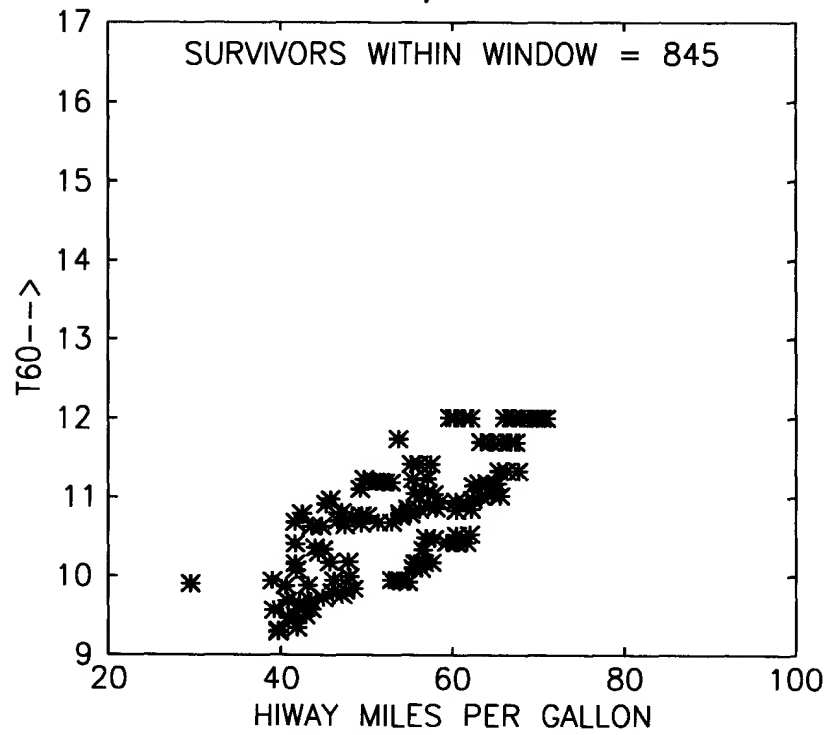


FIG-4E

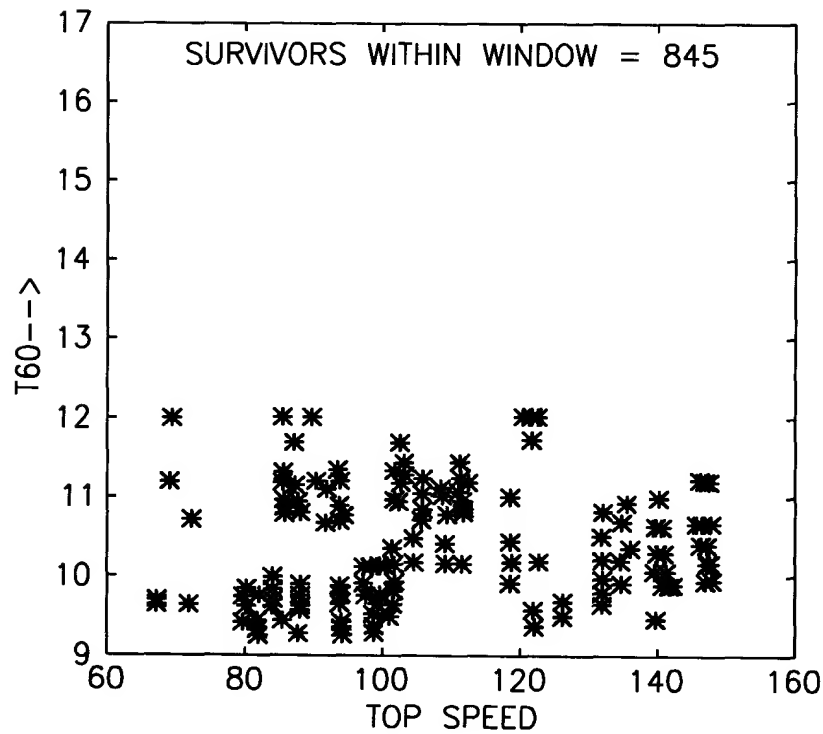


FIG-4F

REPLACEMENT SHEET

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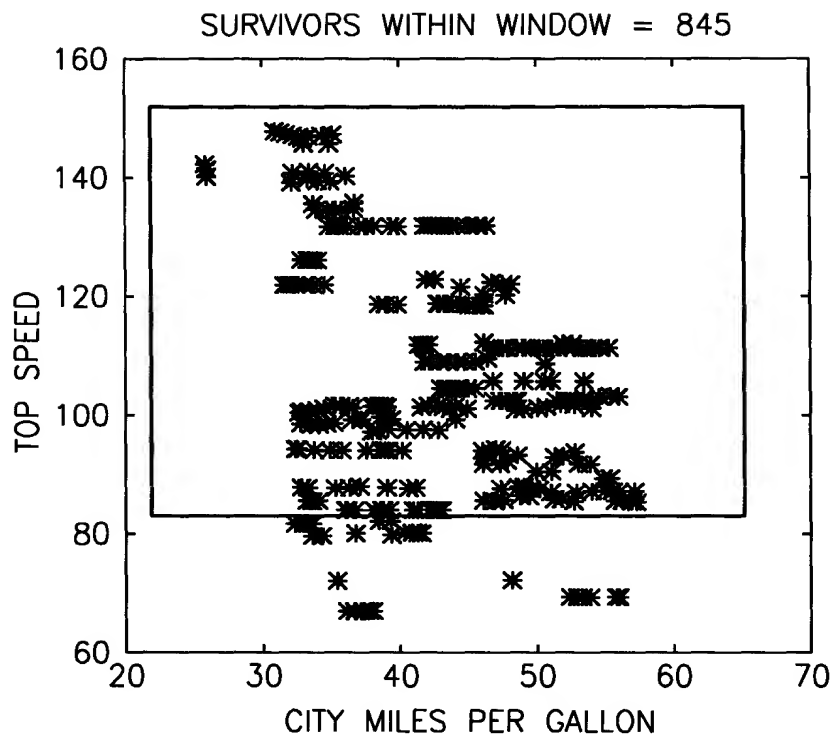


FIG-5

REPLACEMENT SHEET

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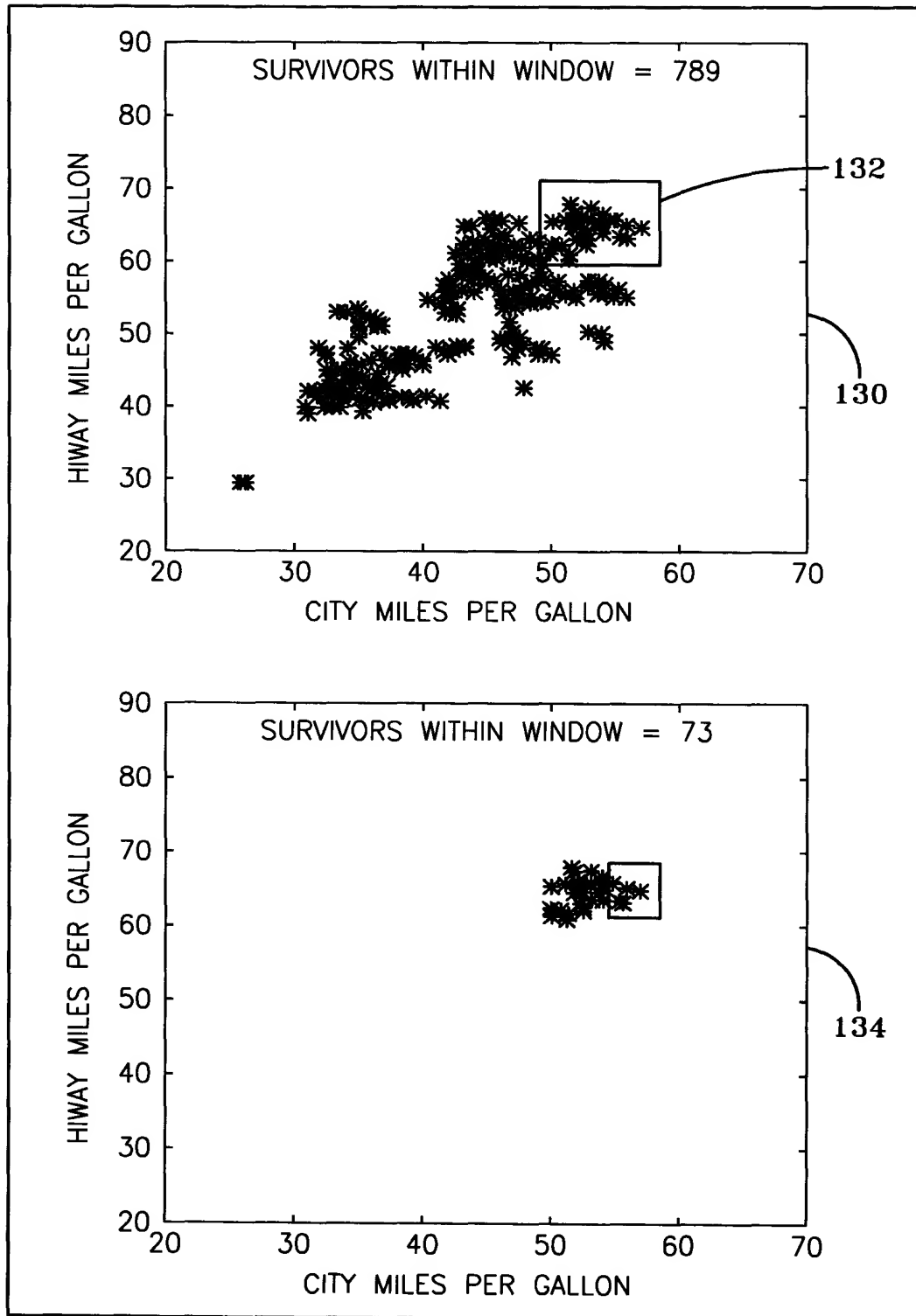


FIG-6

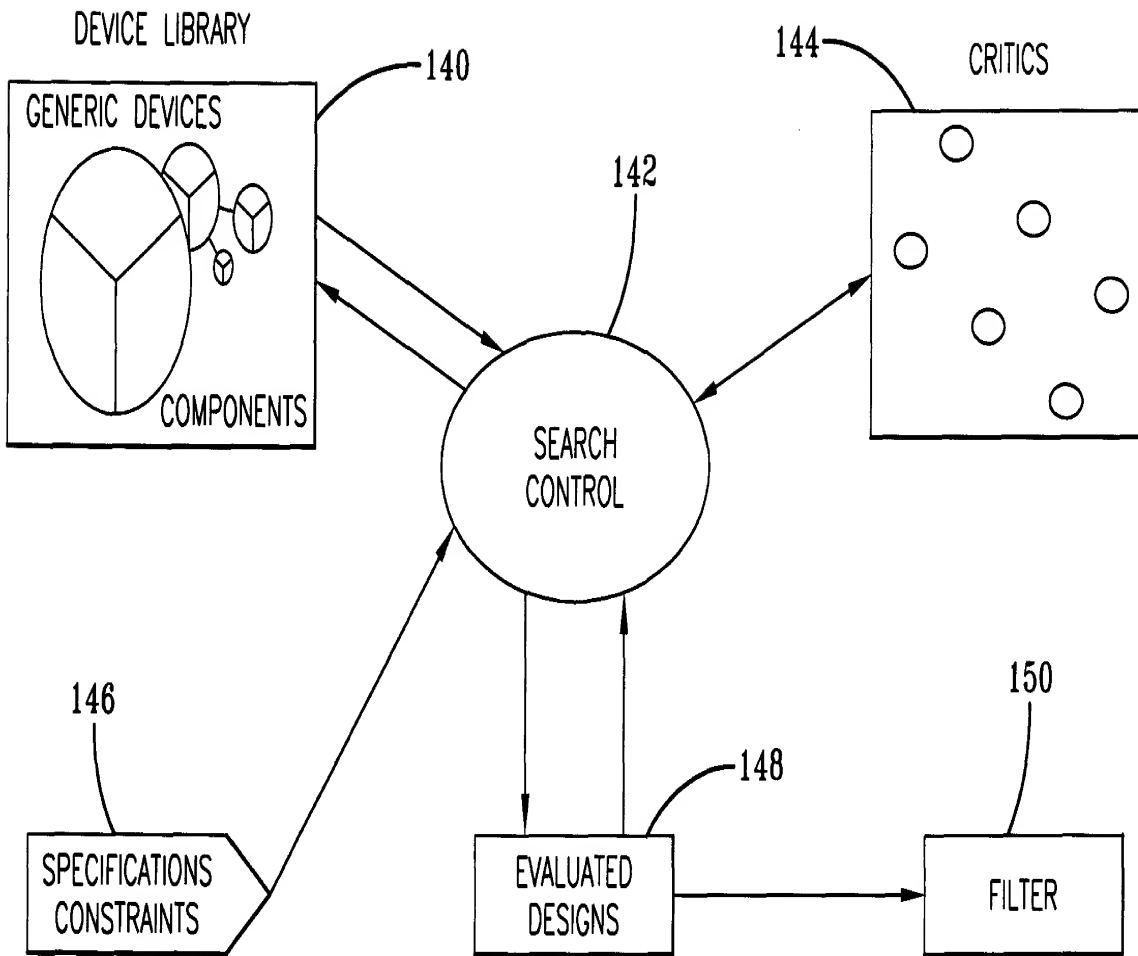


FIG-7

FIG-8

Entity: 15gal_tank

quantities:

volume: float

density: float

flow_rate: float

behaviors:

(time = 0) => volume = 15/264 m³

% 15-gallon tank

diff(volume) = - flow_rate

density = 0.00078 kg/m³

% Diesel Fuel

Entity vw19

quantities:

torque: float

speed: float

efficiency: float

BSFC: float

behaviors:

Tw_vw19[speed] * driver.throttle_angle
= torque

efficiency_vw19[torque,speed]

= efficiency

BSFC_map[torque,speed*30/pi]

=BSFC % in gram/kW-hr

Relation transmission_diffgear

participants:

transmission: 5_speed_manual

diffgear: diffgear4_6

behavior:

transmission.torque_out =diffgear.torque_in

transmission.speed_out =diffgear.speed_in

% All losses from output shaft of ICE to wheel %are
accounted for in the transmission

% efficiency

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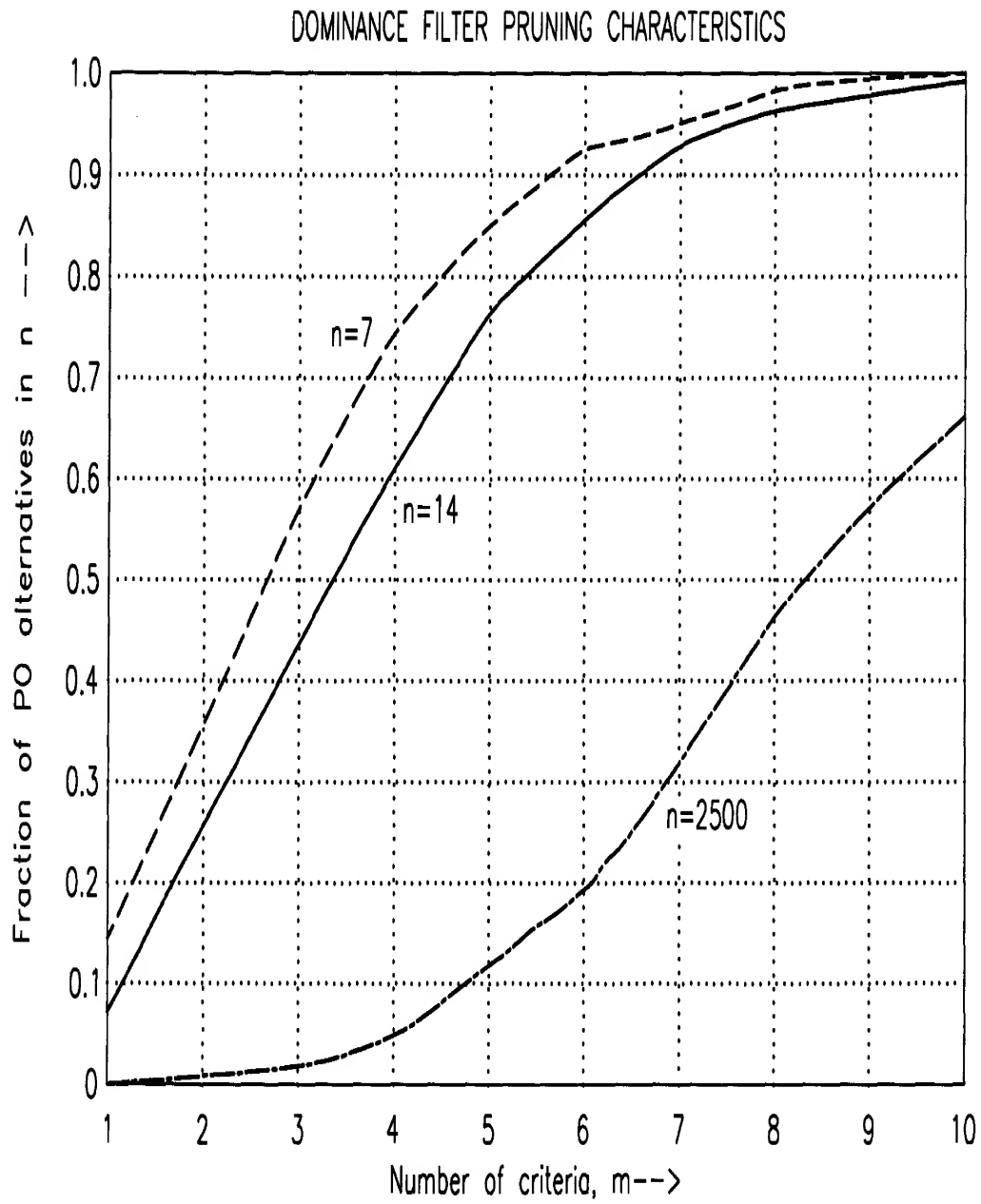
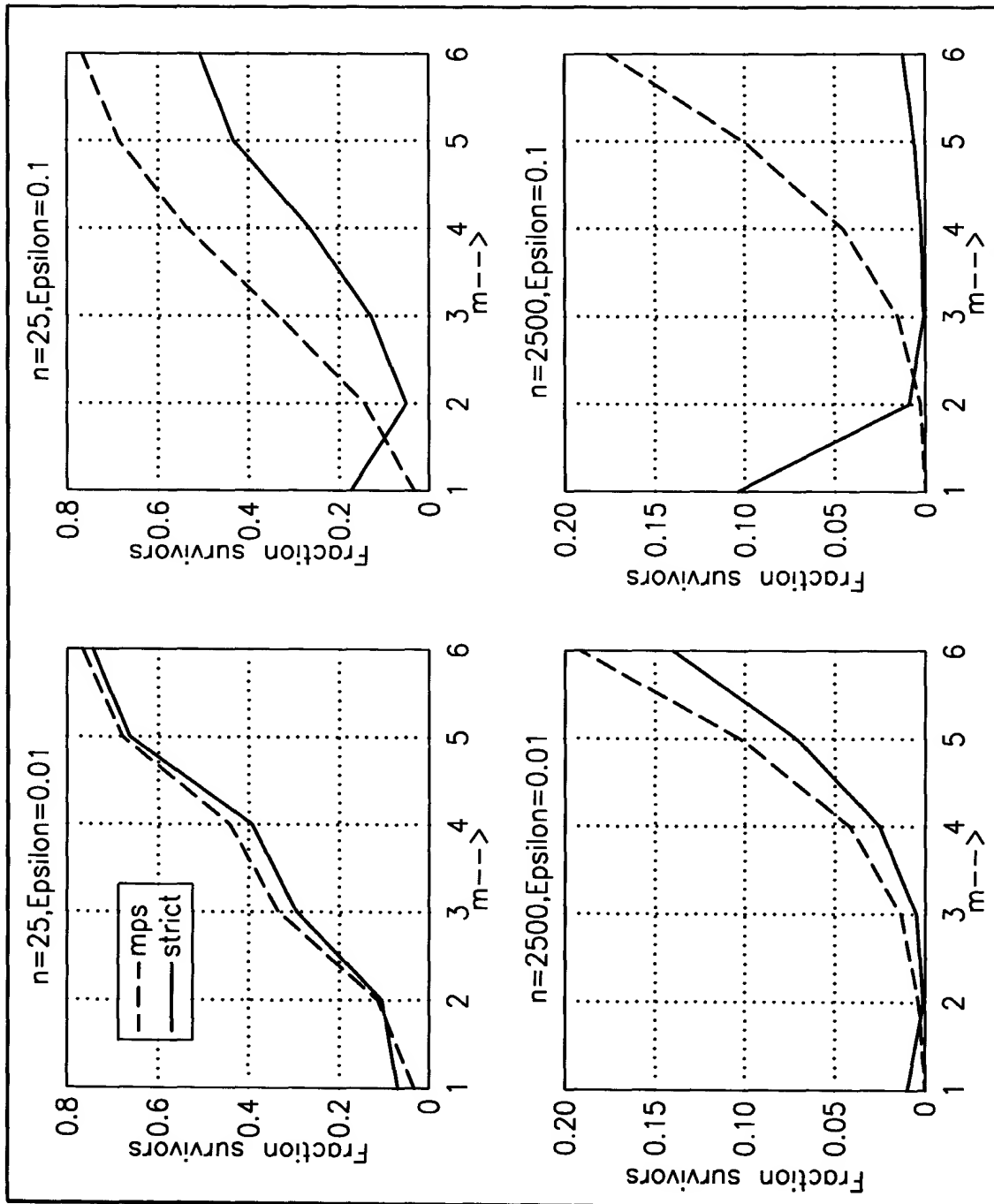


FIG-9

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FIG-10



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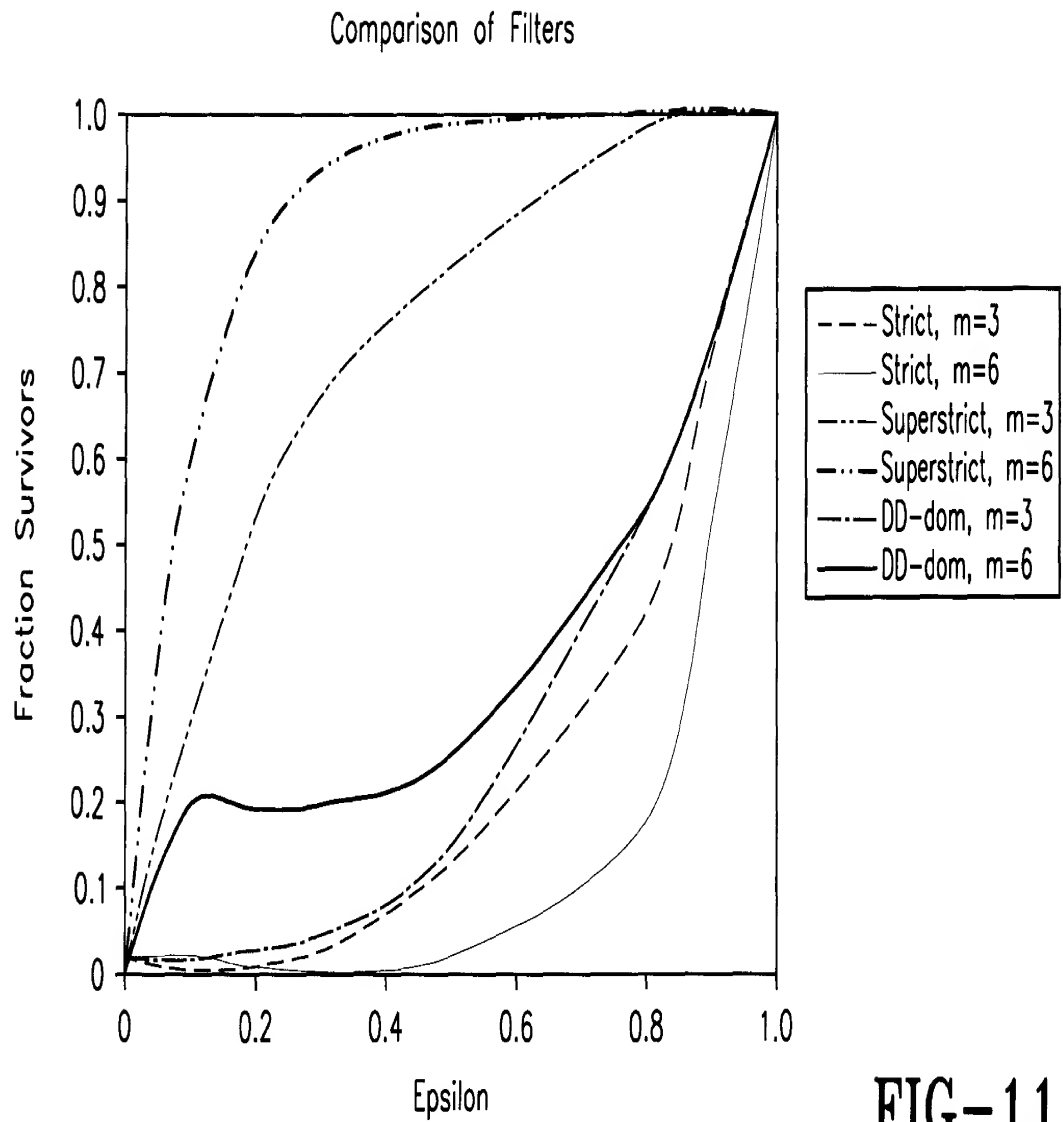


FIG-11

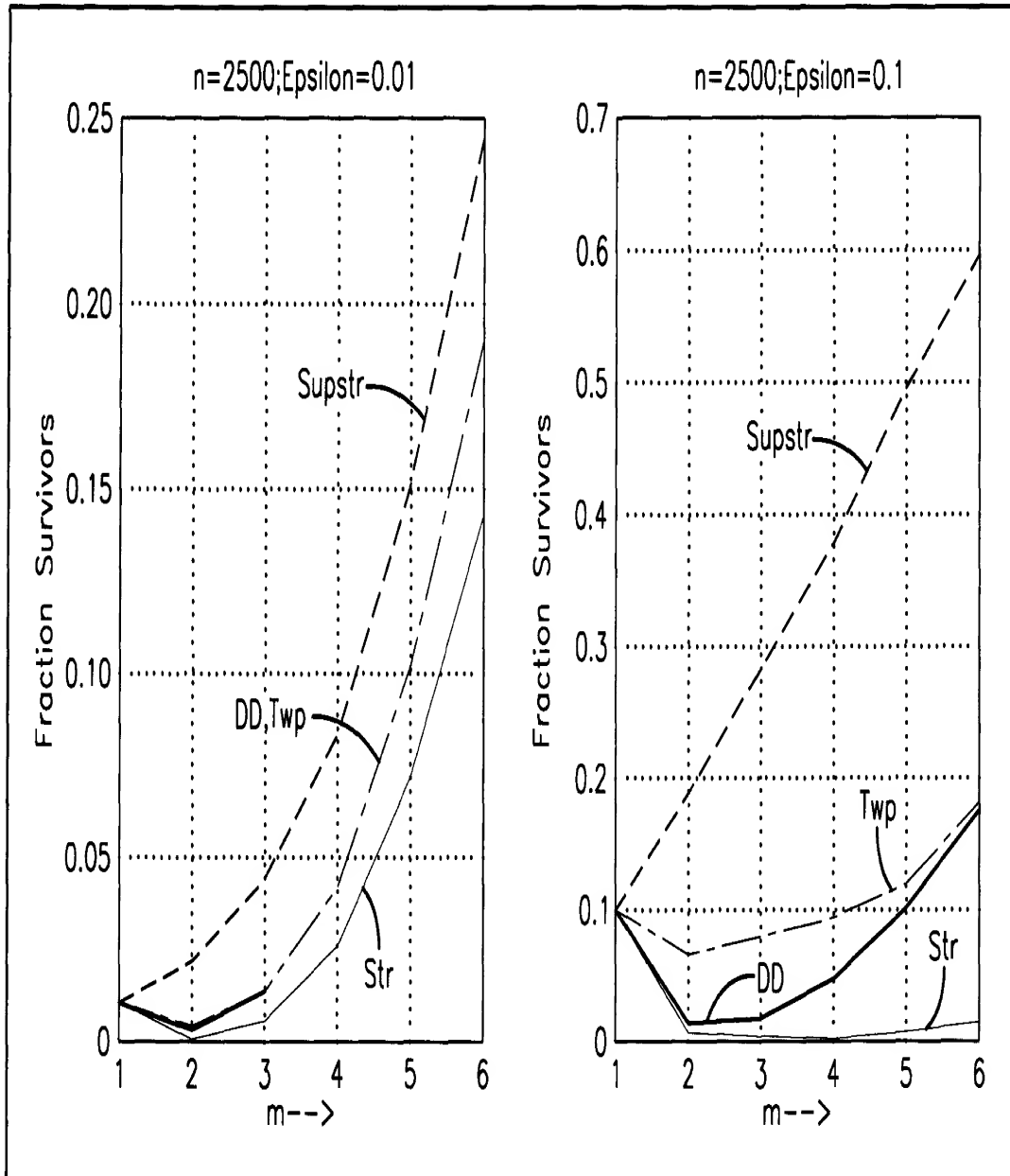


FIG-12

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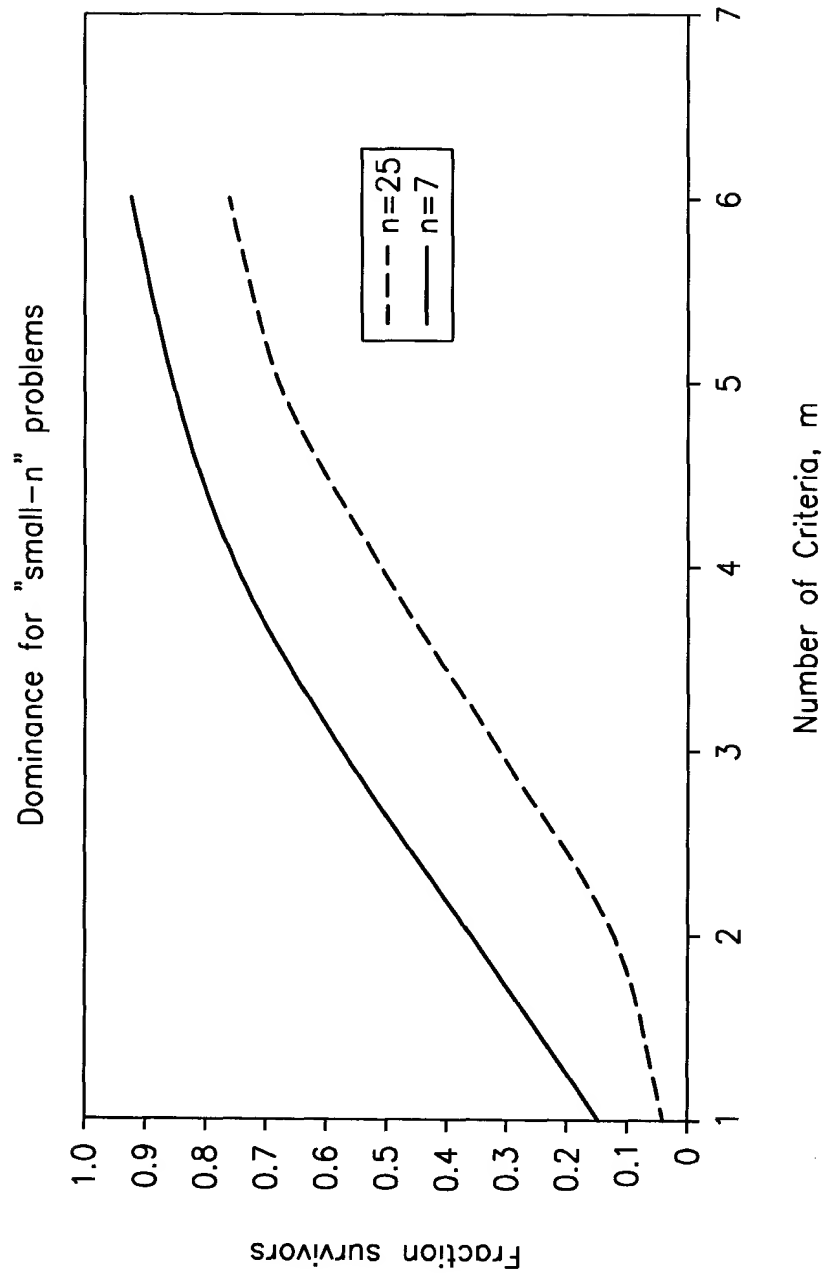


FIG-13

Basin of Goodness for Strict dominance for $n \leq 20$ problems with 50% Pruning

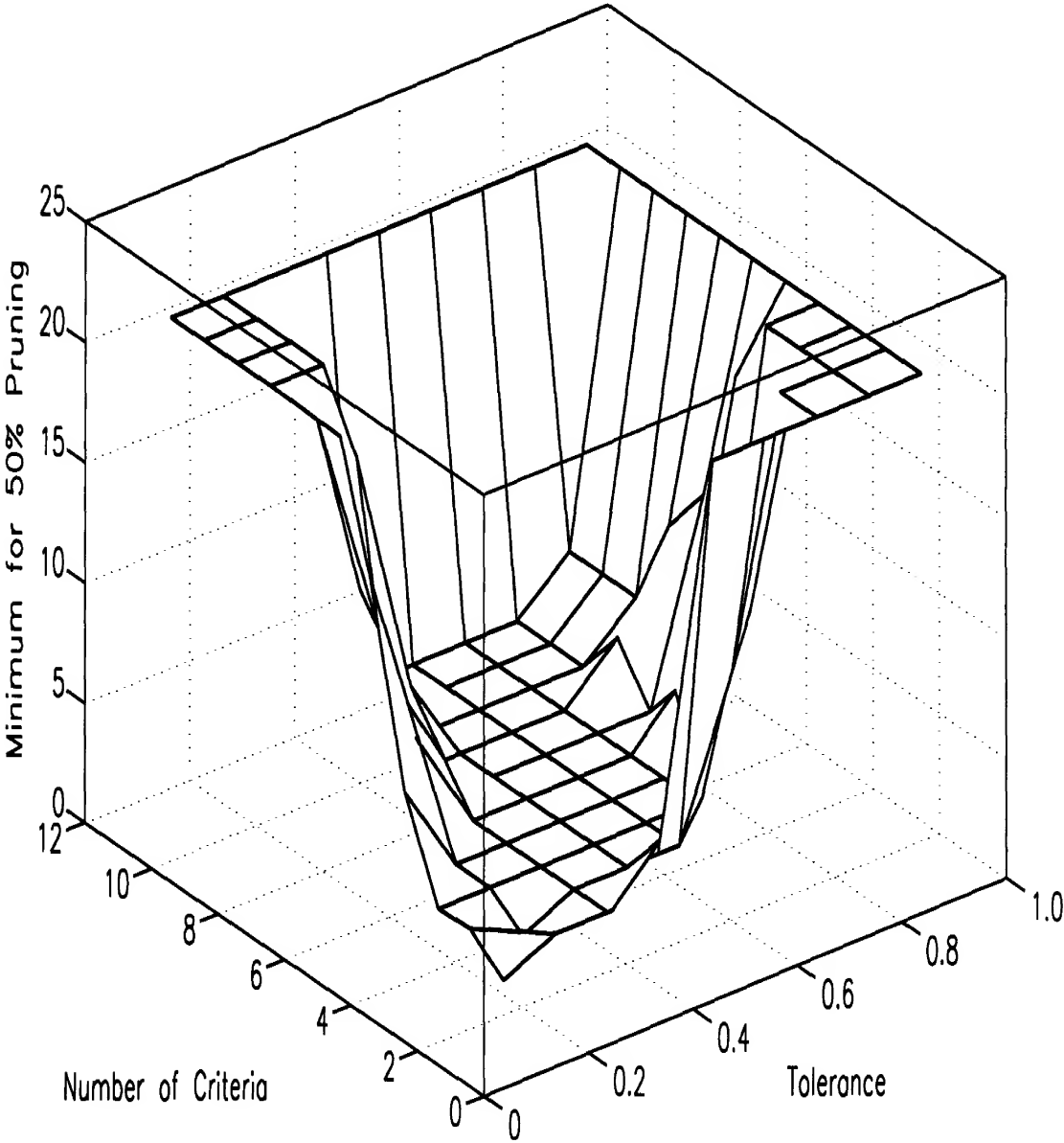
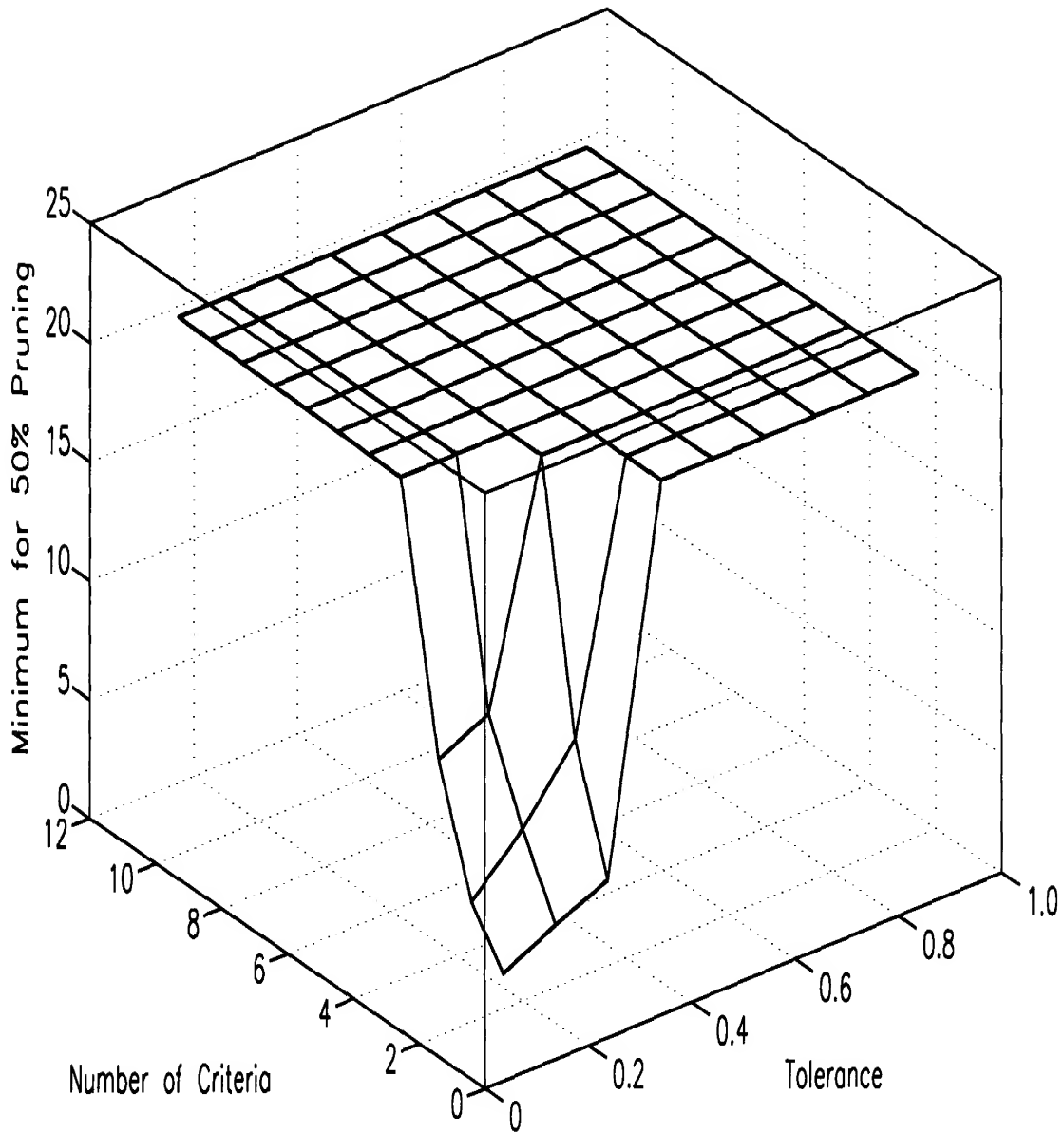


FIG-14

Basin of Goodness for twopass filter for $n \leq 20$ problems with 50% Pruning



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FIG-15

REPLACEMENT SHEET

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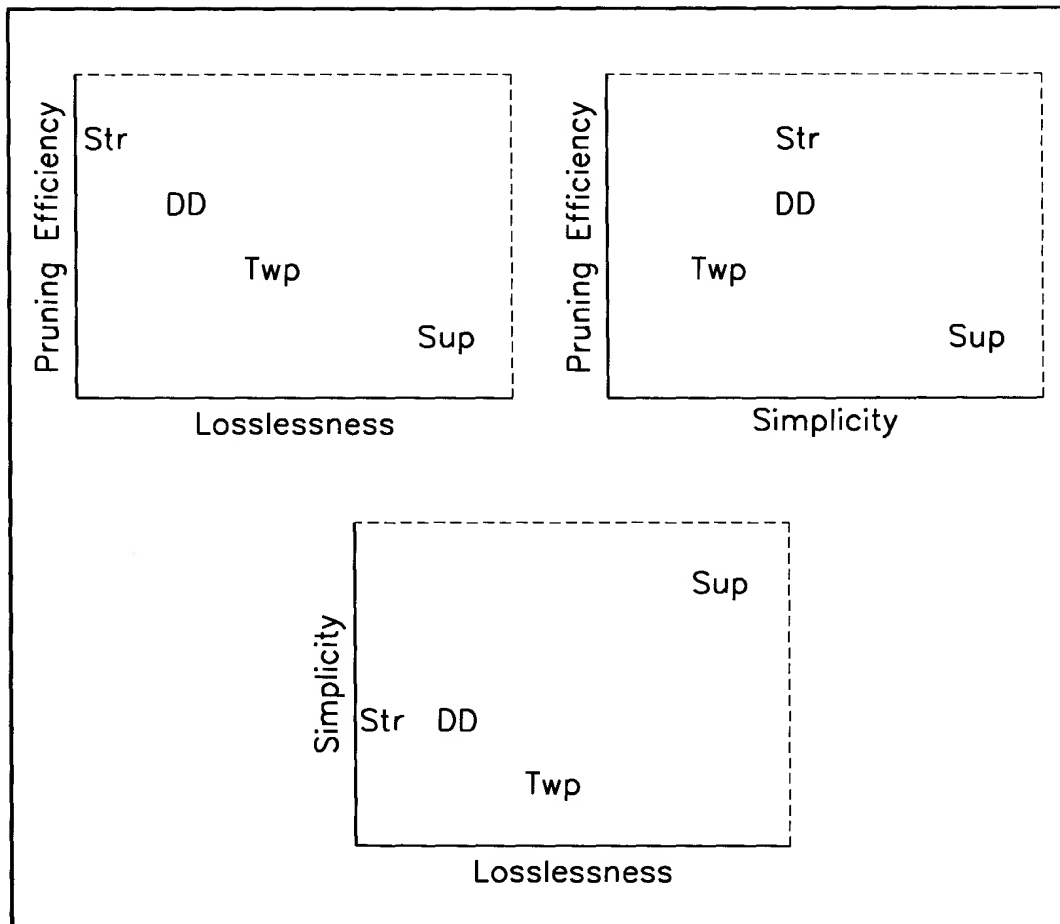


FIG-16

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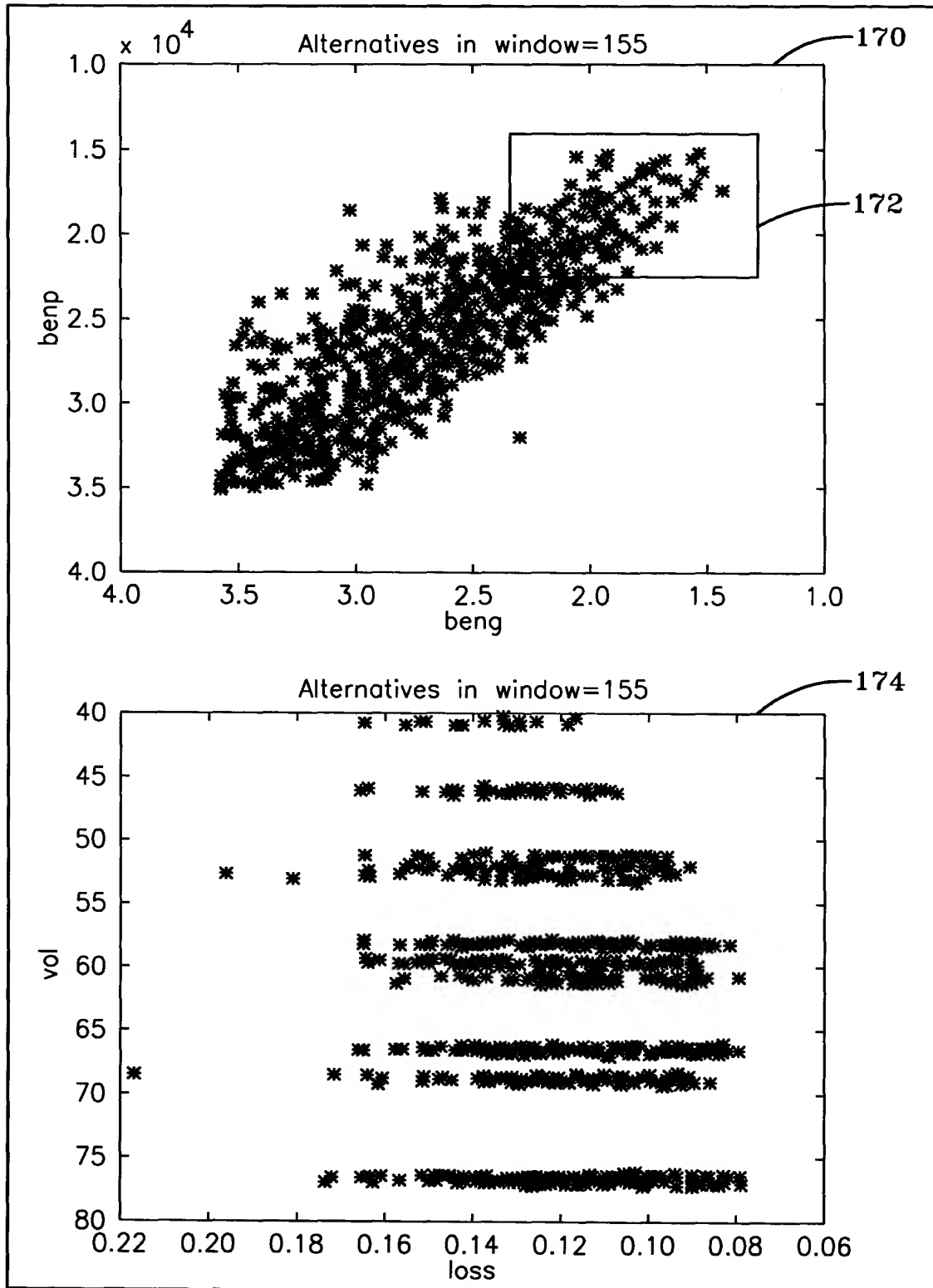


FIG-17

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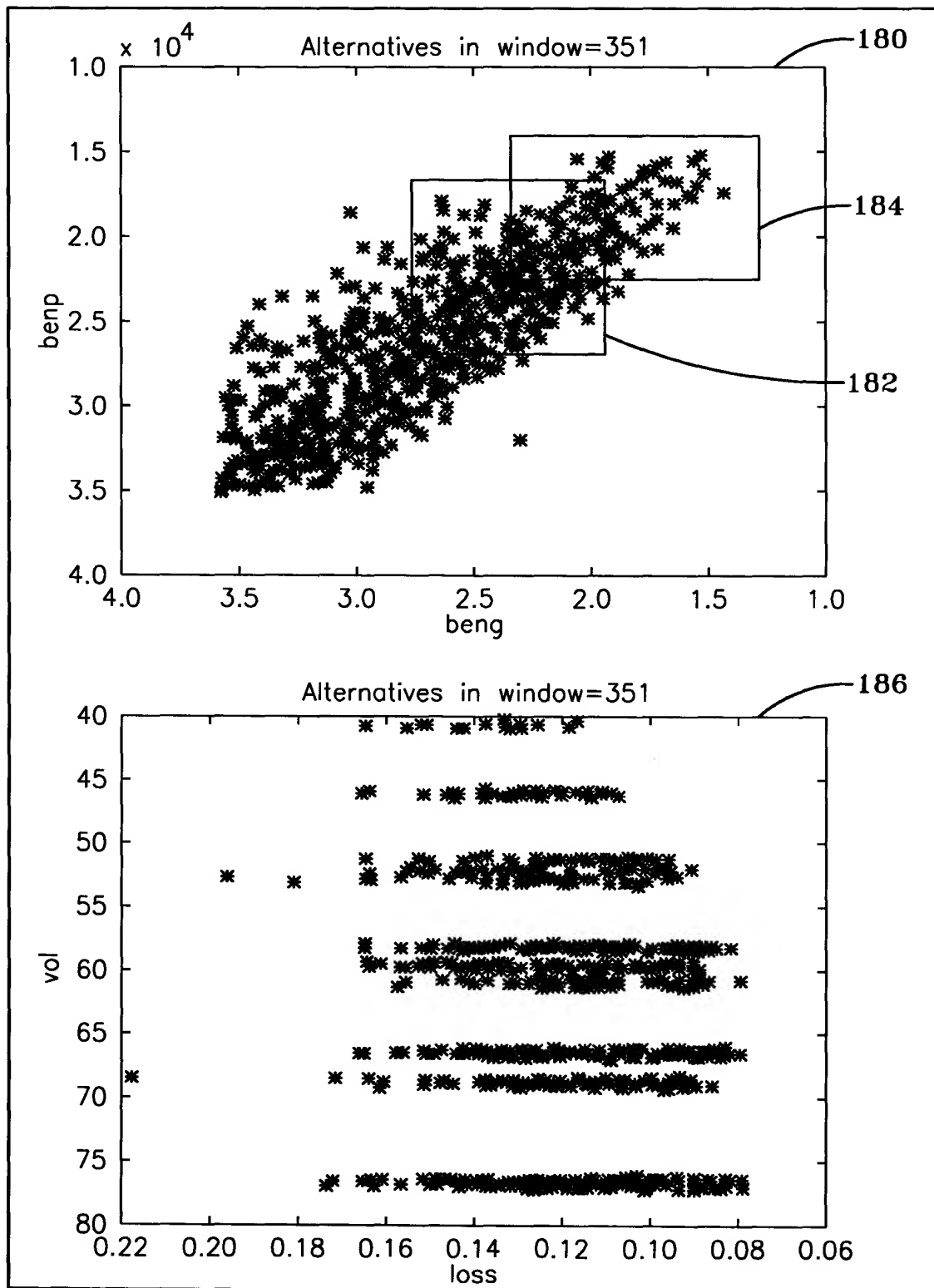


FIG-18

REPLACEMENT SHEET

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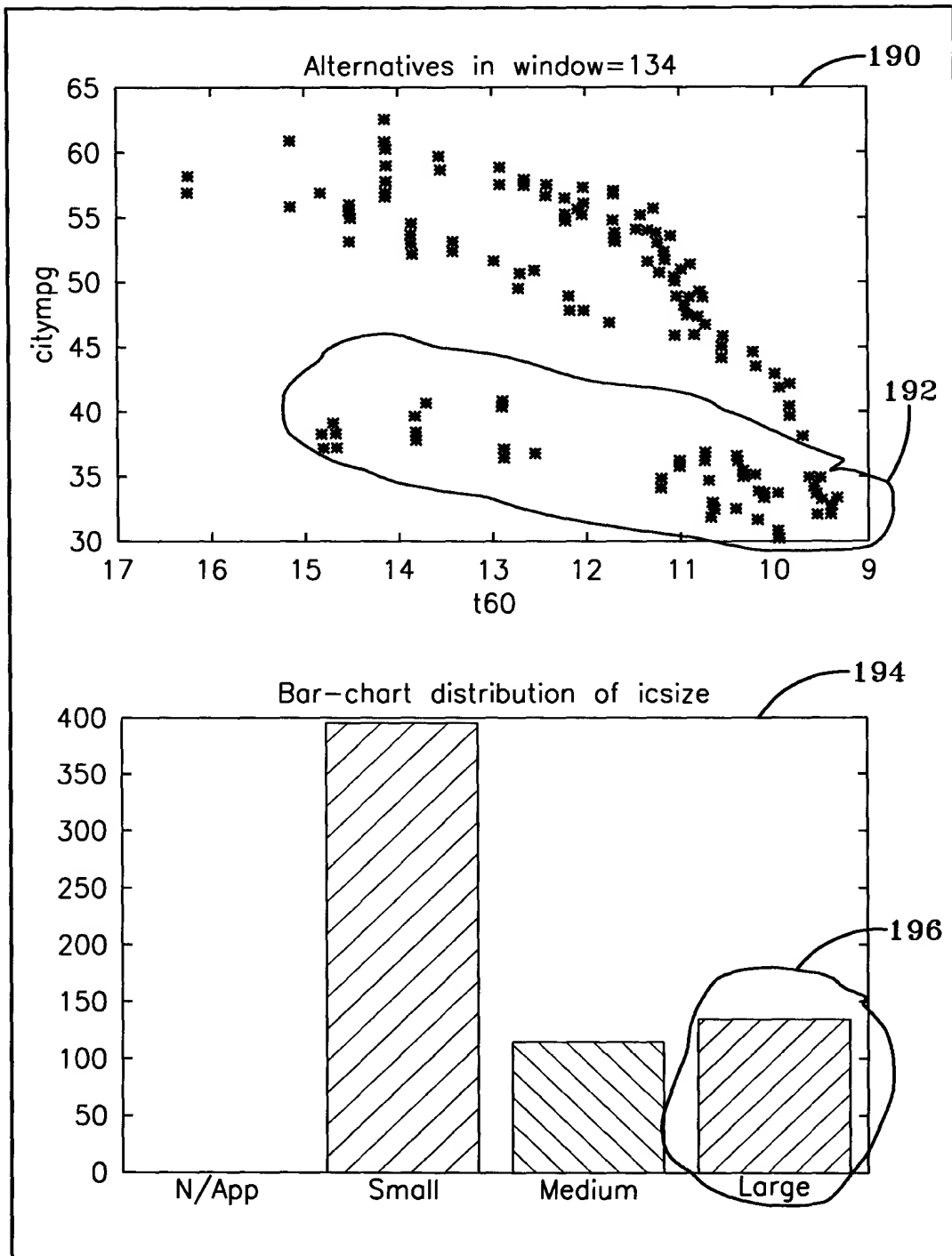


FIG-19

REPLACEMENT SHEET

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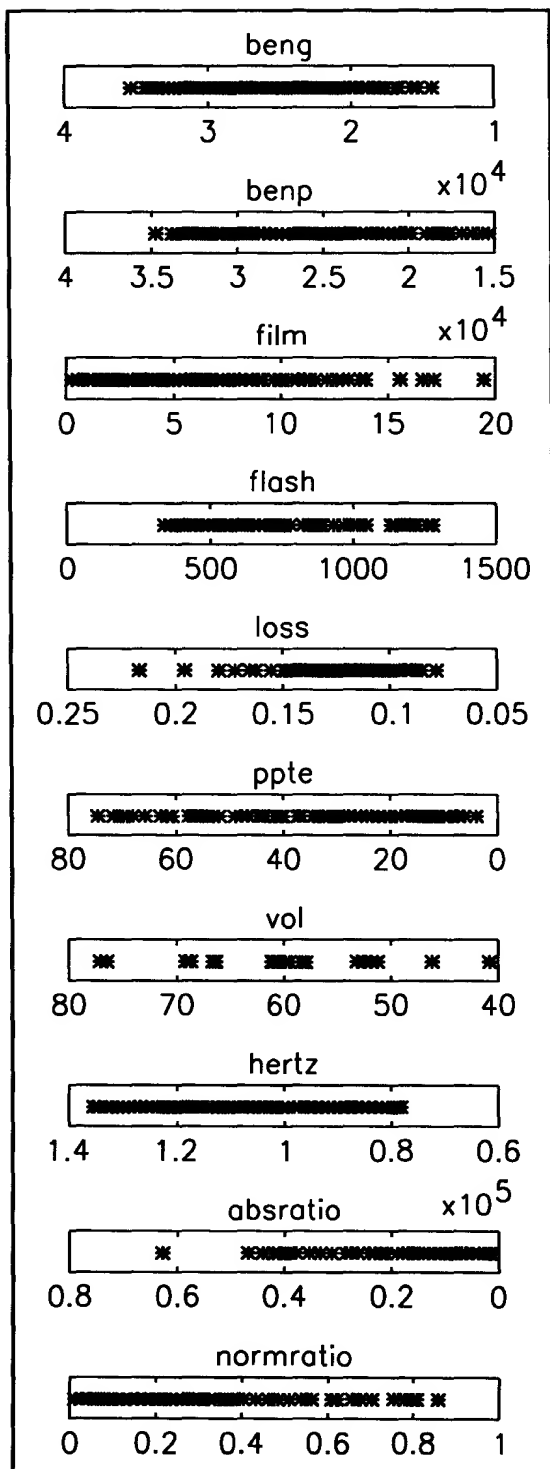


FIG-20A

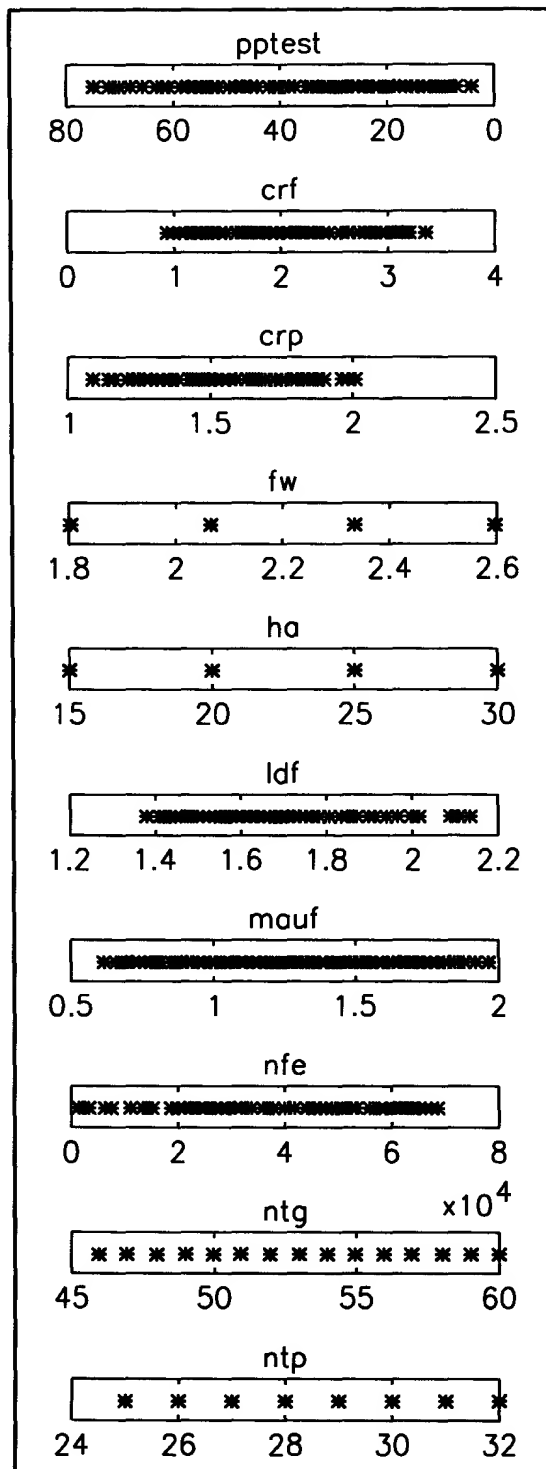


FIG-20B

REPLACEMENT SHEET

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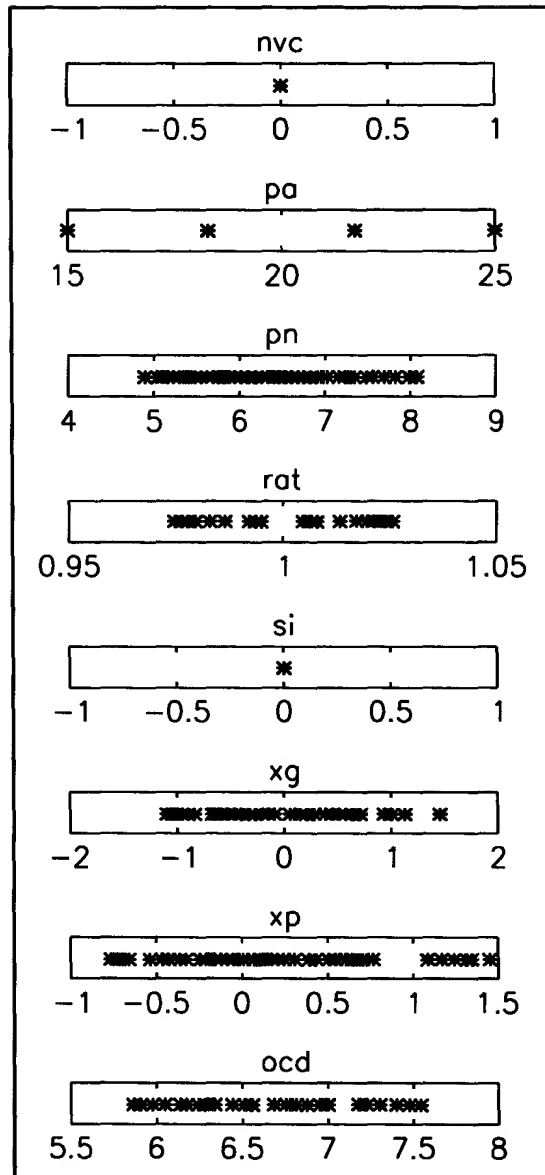


FIG-20C

REPLACEMENT SHEET

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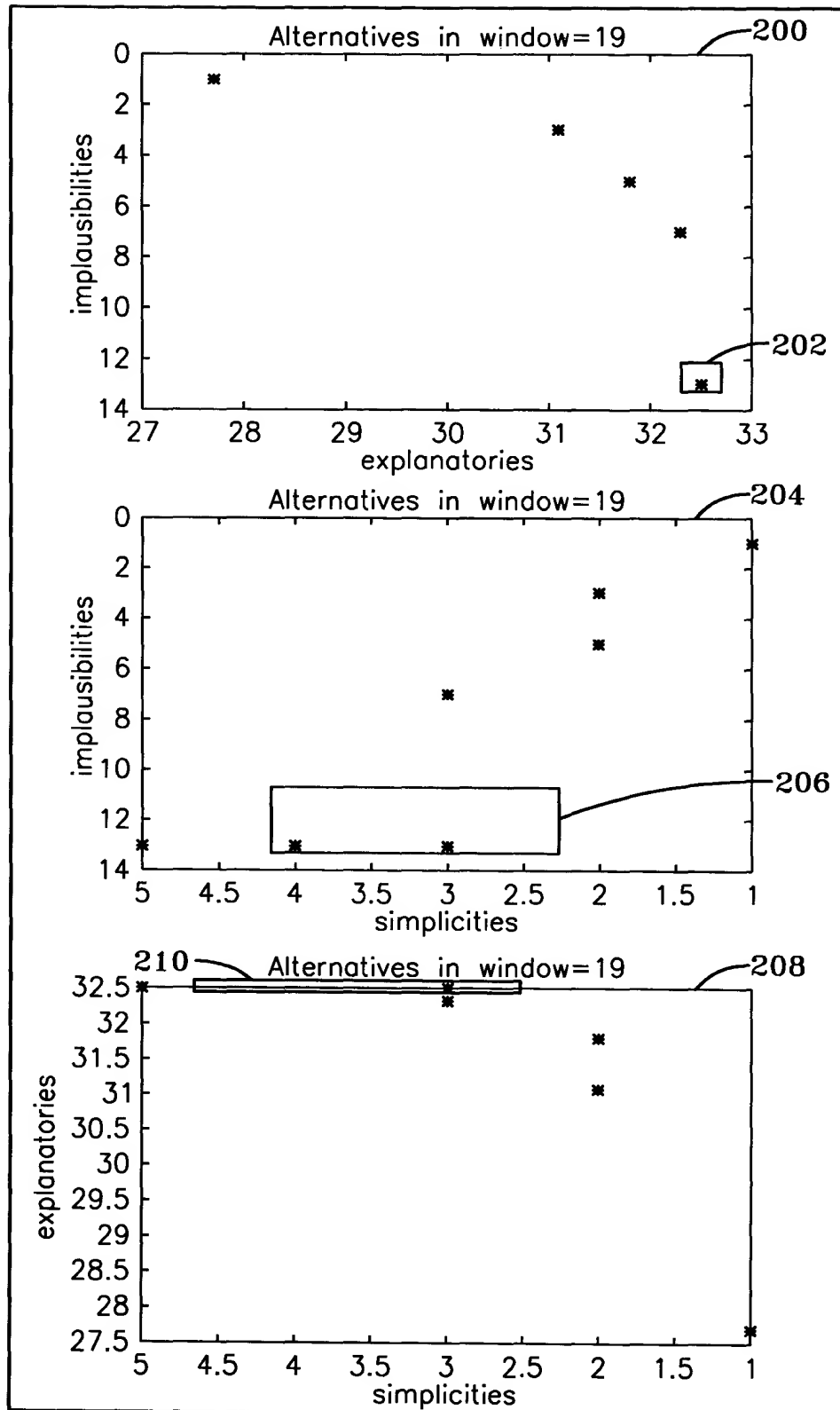


FIG-21

REPLACEMENT SHEET

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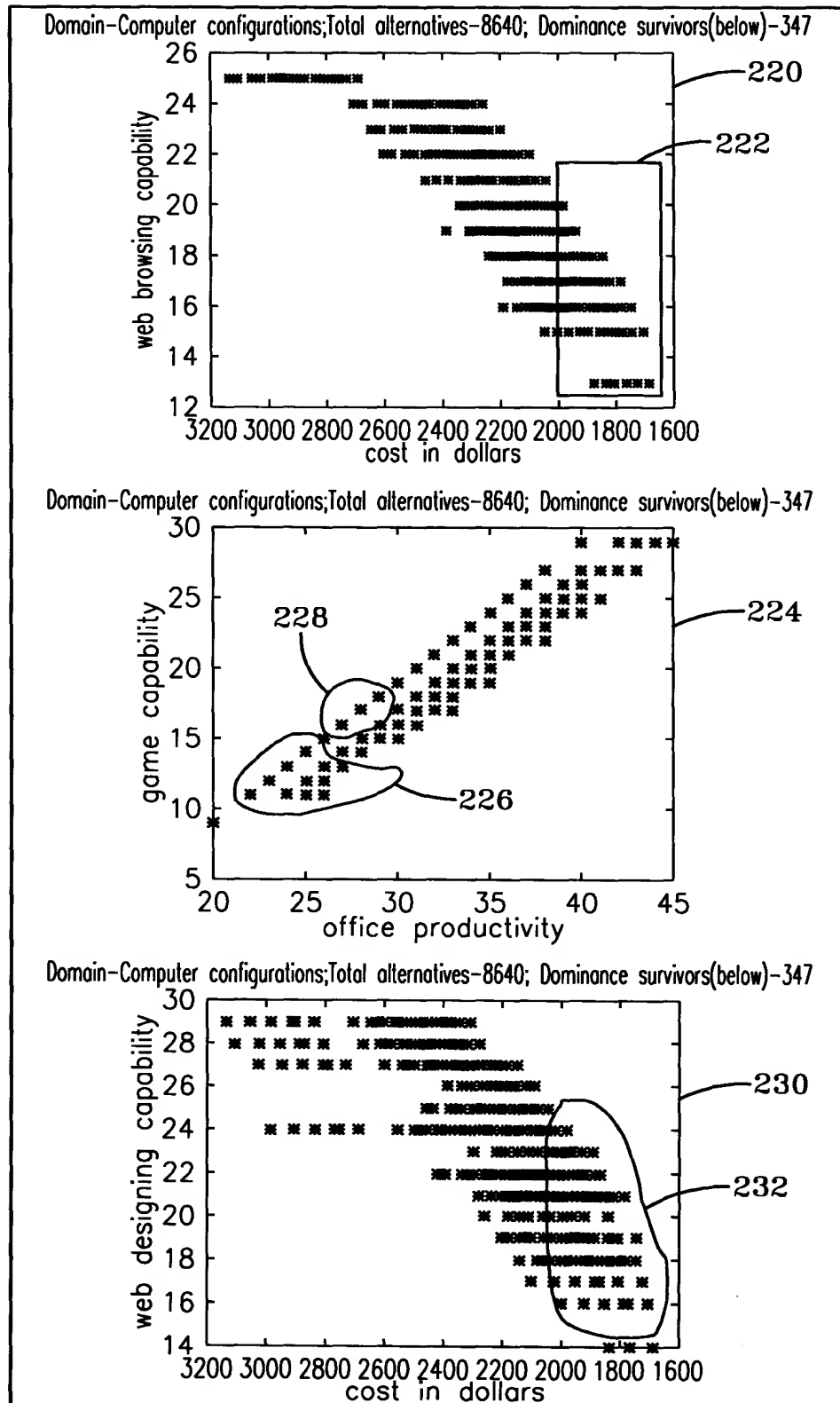


FIG-22

REPLACEMENT SHEET

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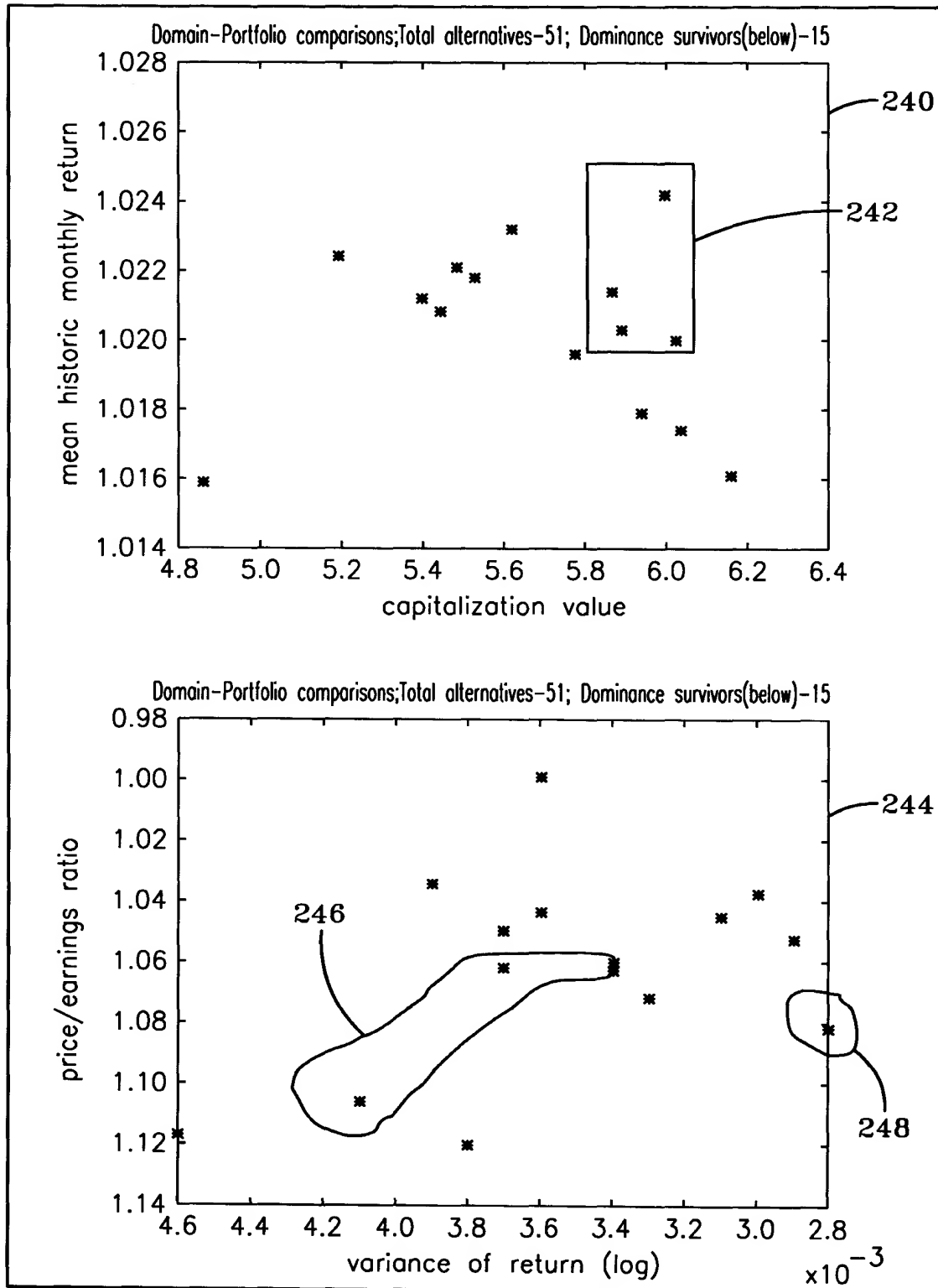


FIG-23